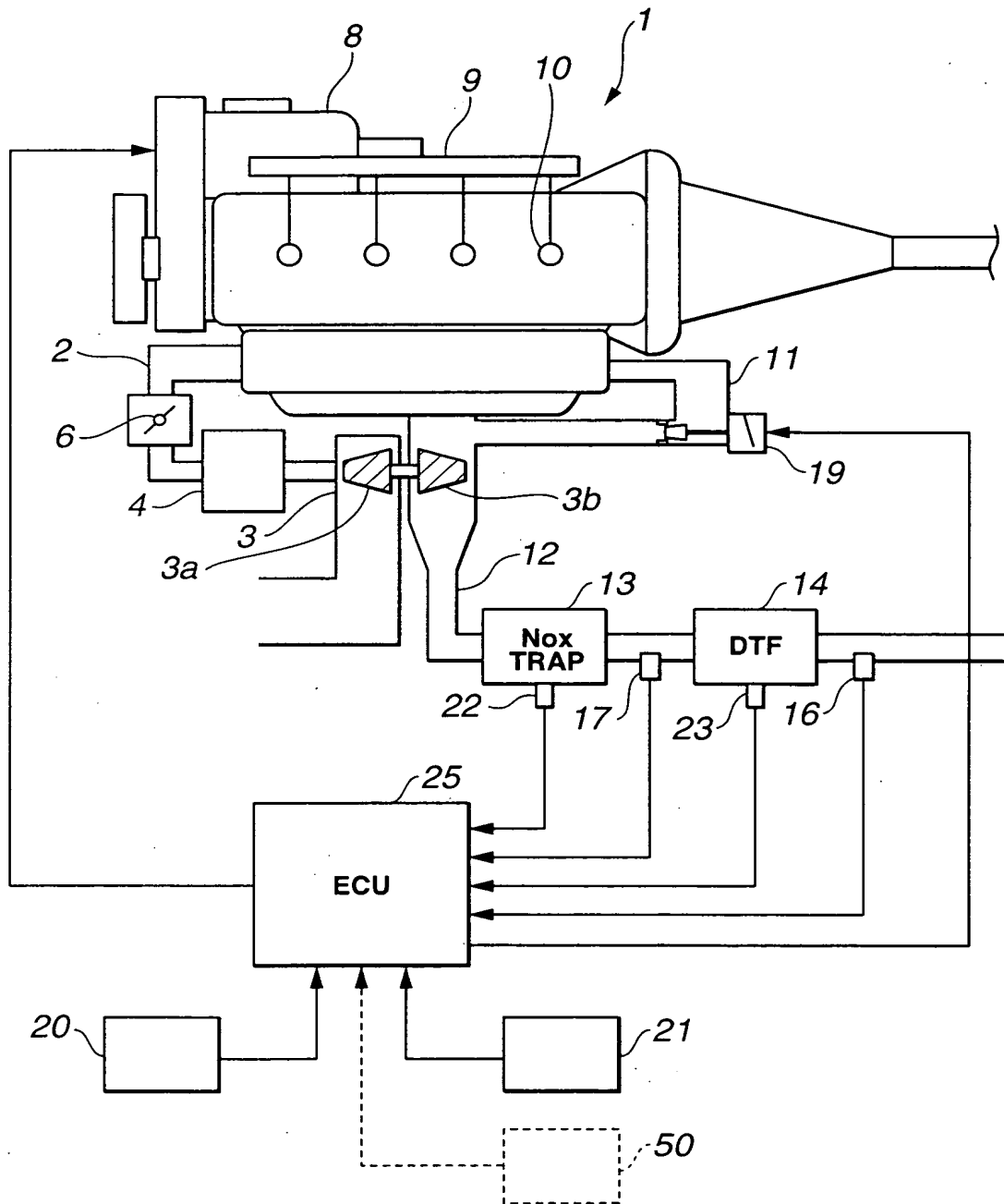


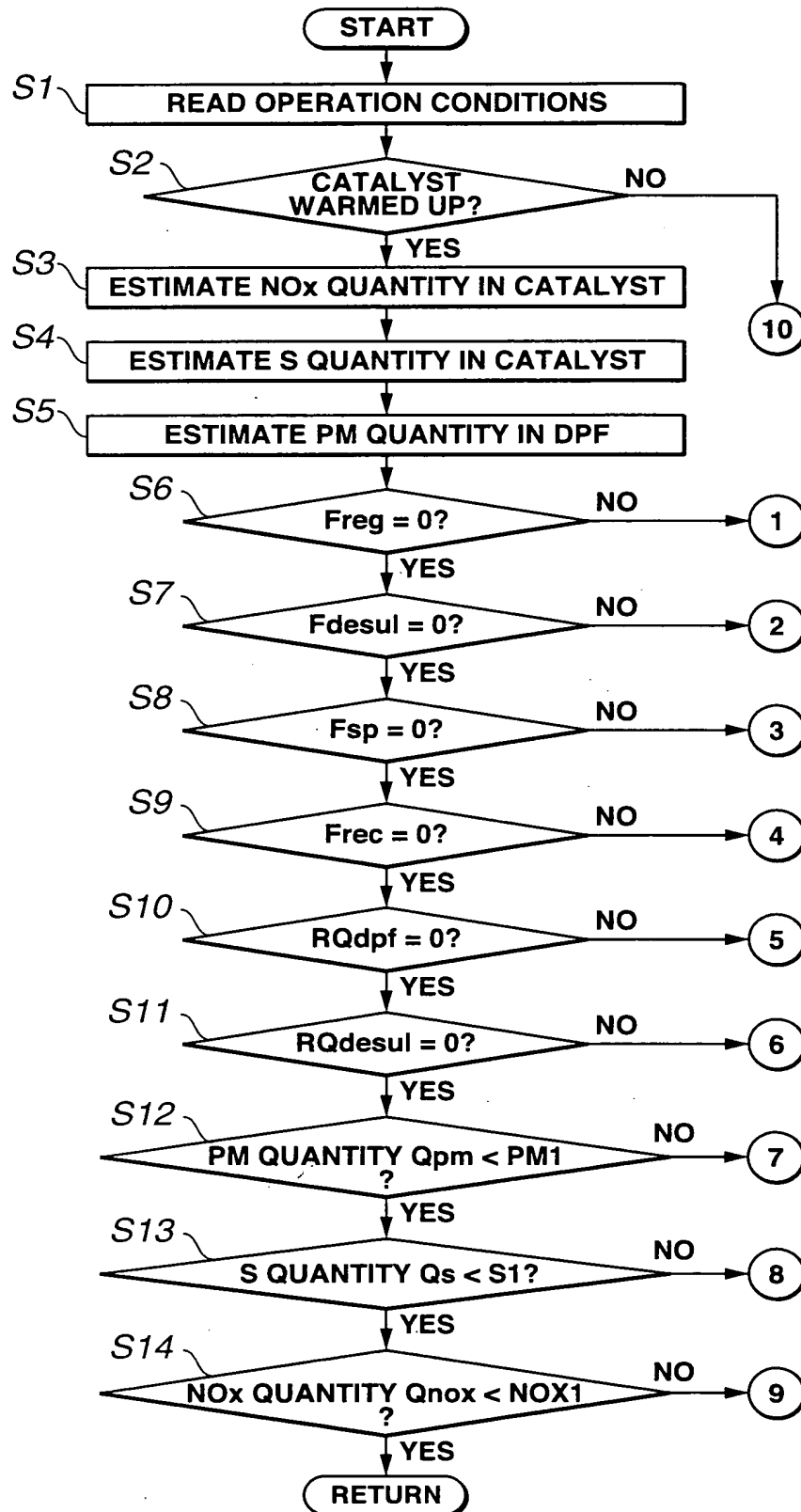
10/526489

FIG.1



10/526489

FIG.2



10/526489

FIG.3

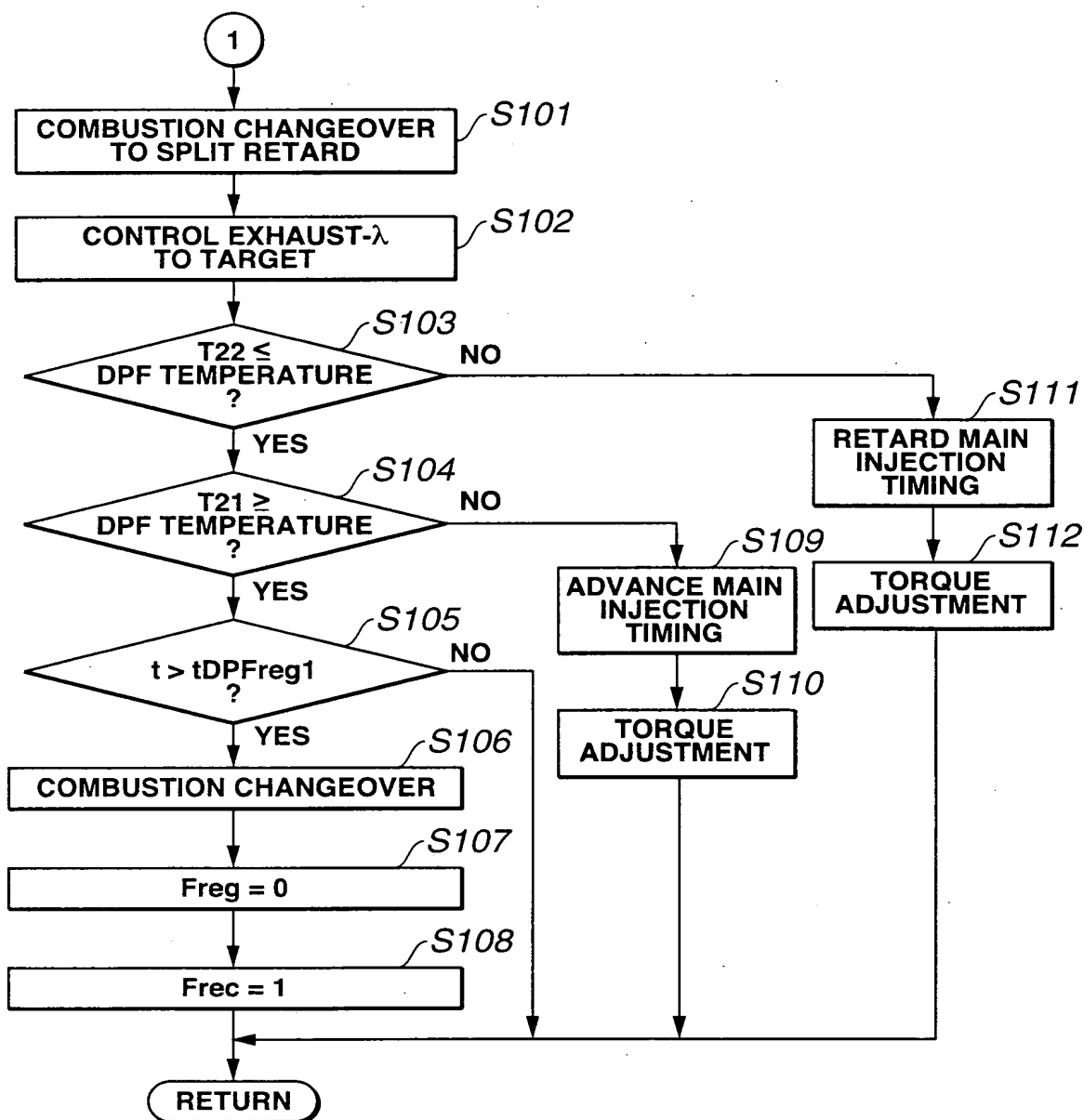


FIG.4

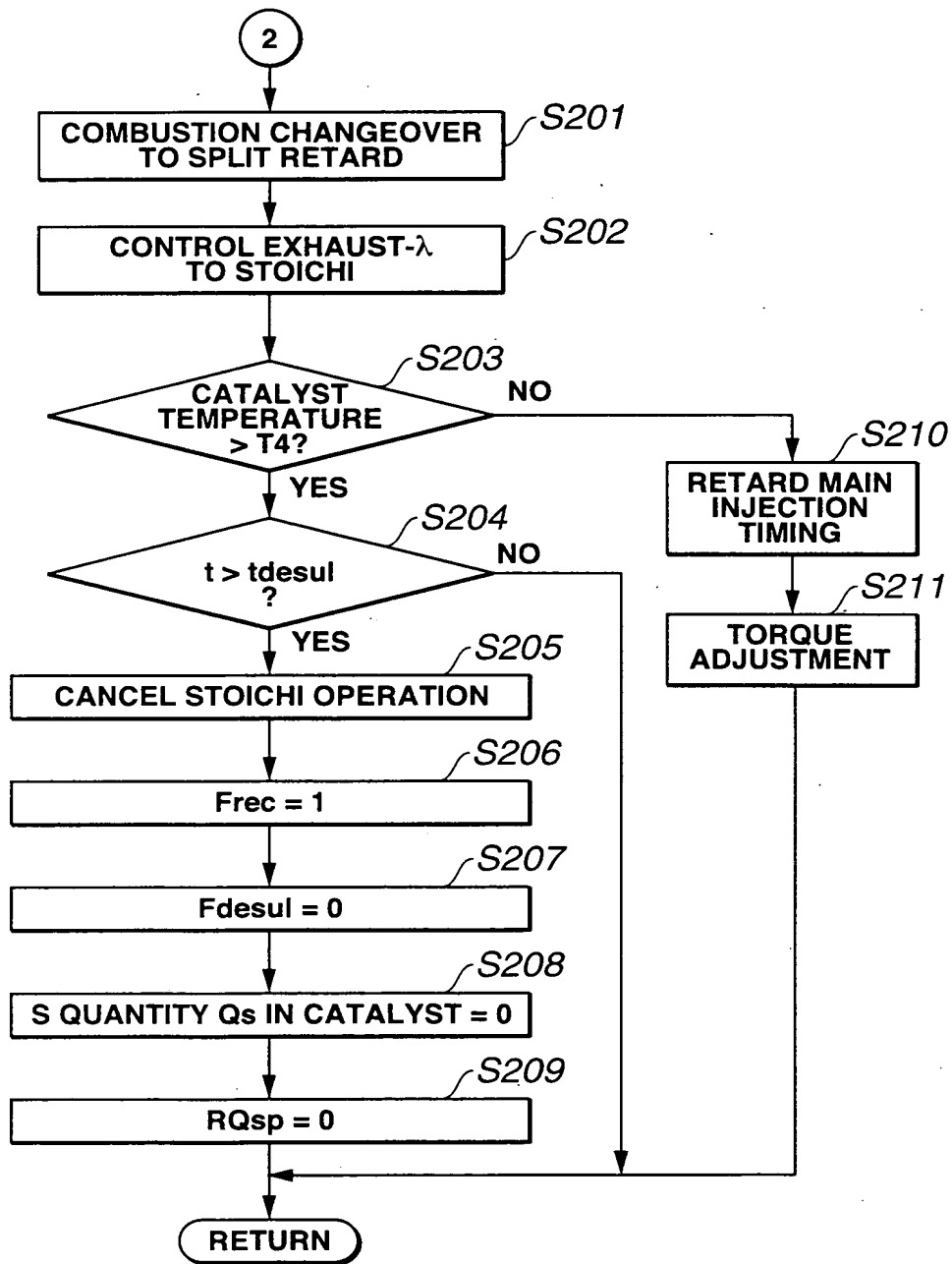


FIG.5

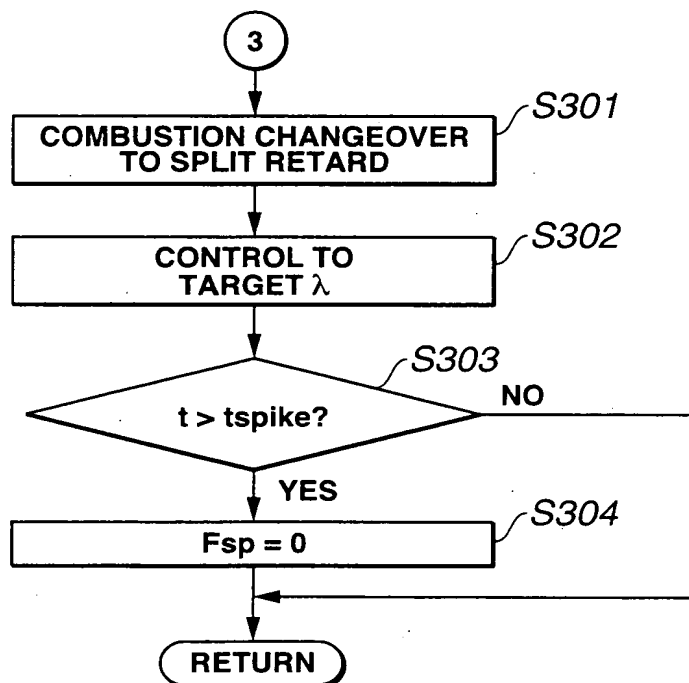


FIG.6

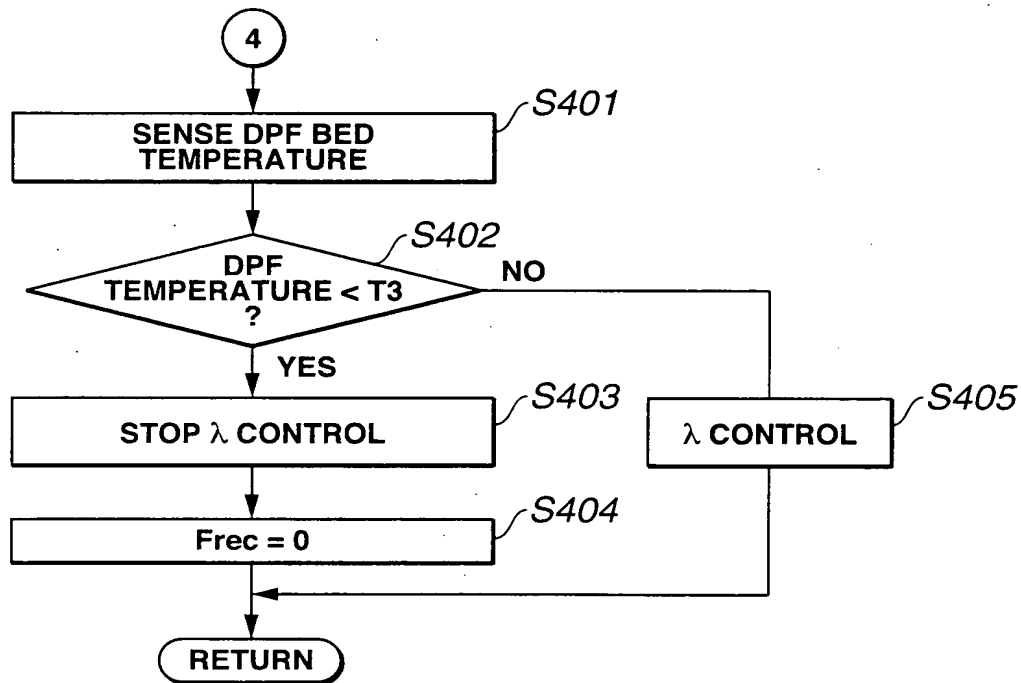


FIG.7

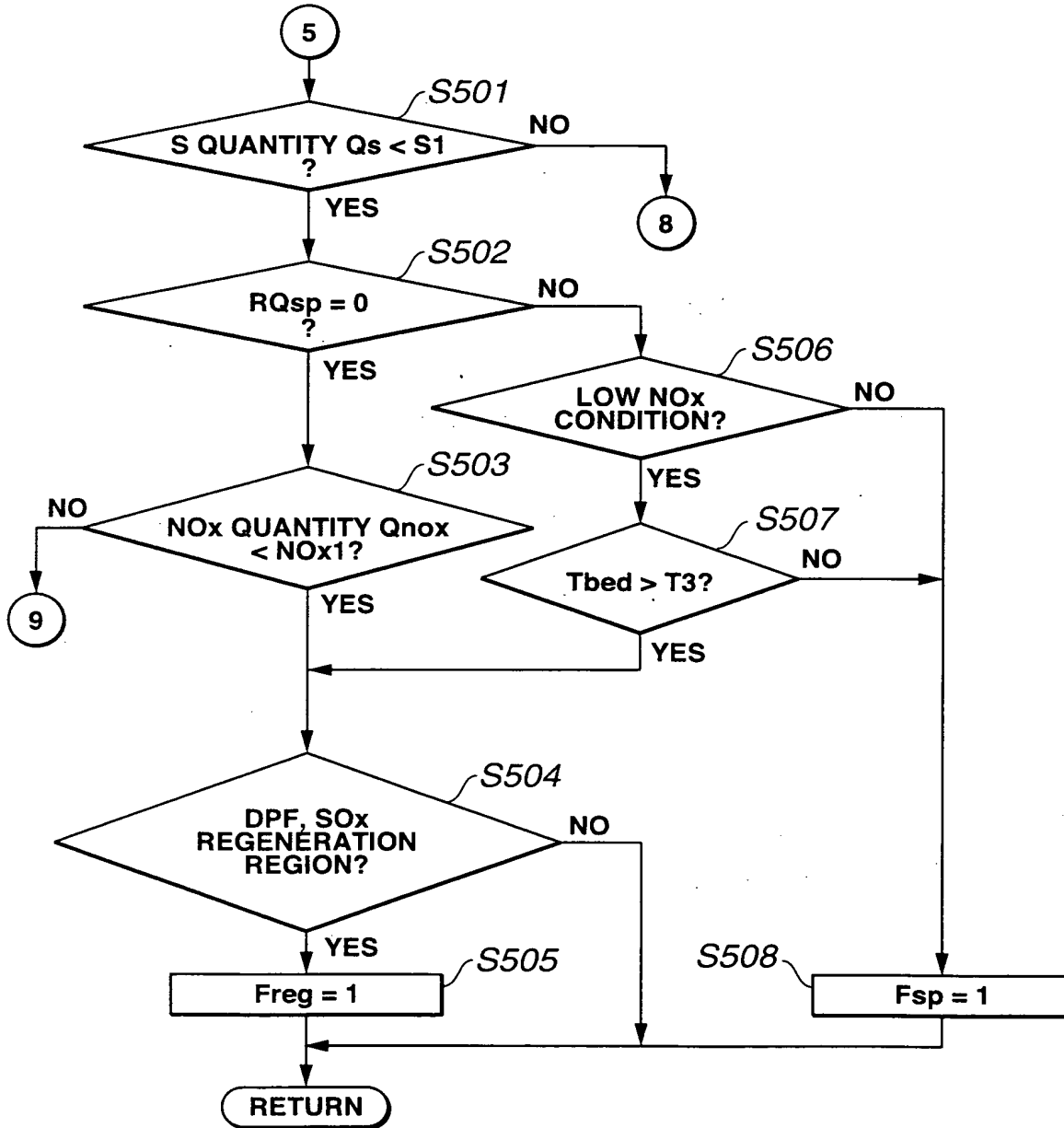


FIG.8

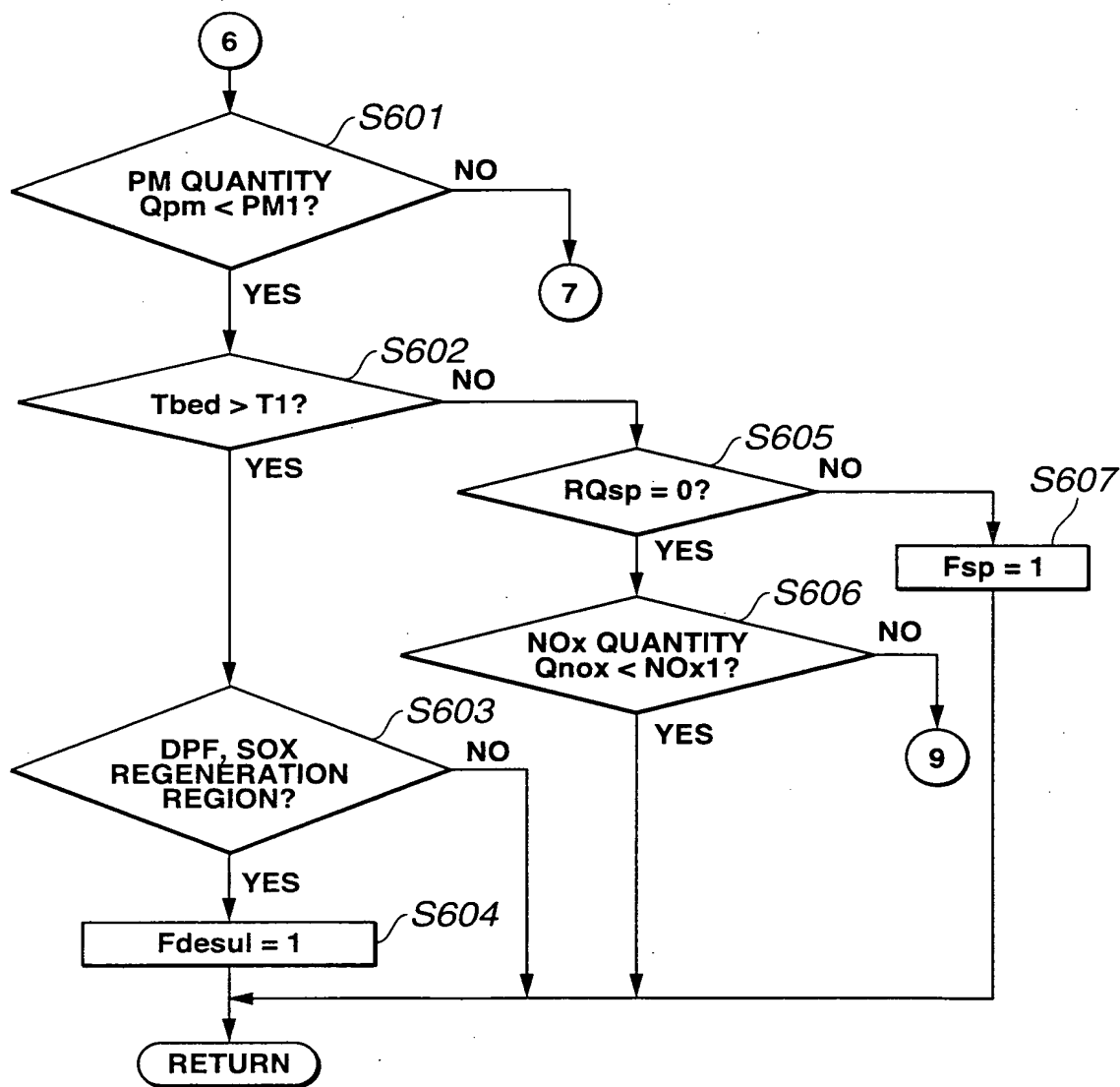


FIG.9

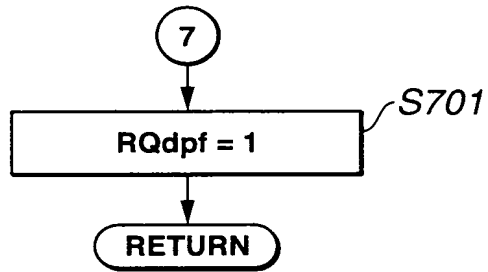


FIG.10

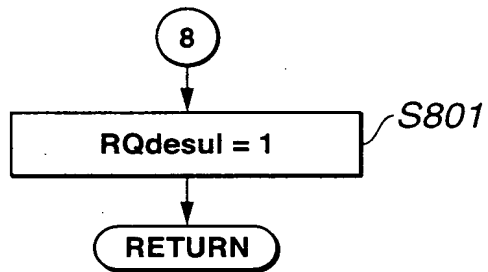
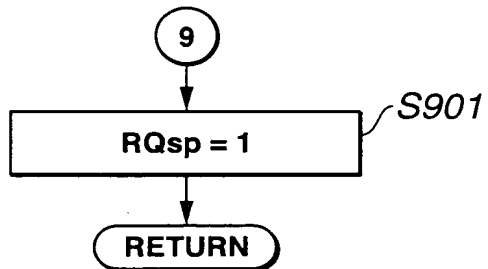
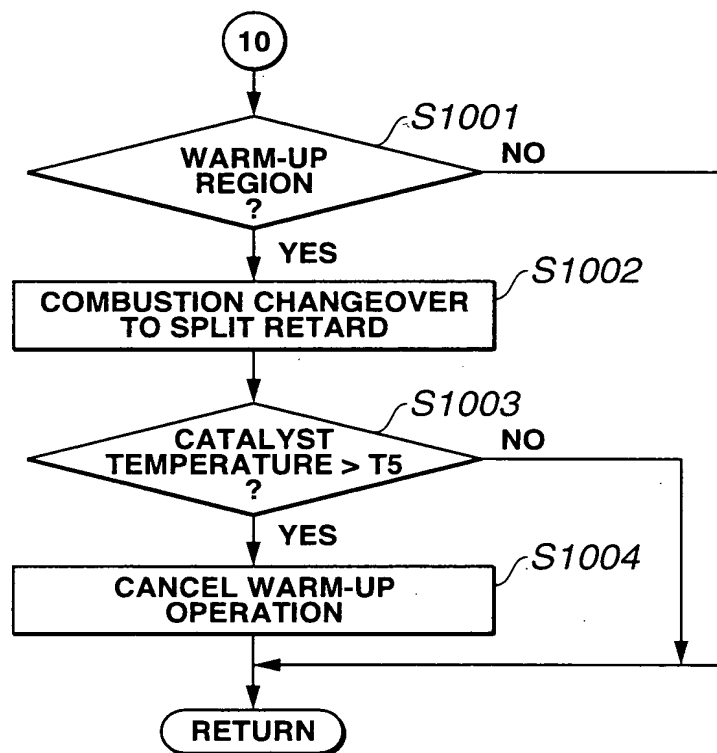


FIG.11



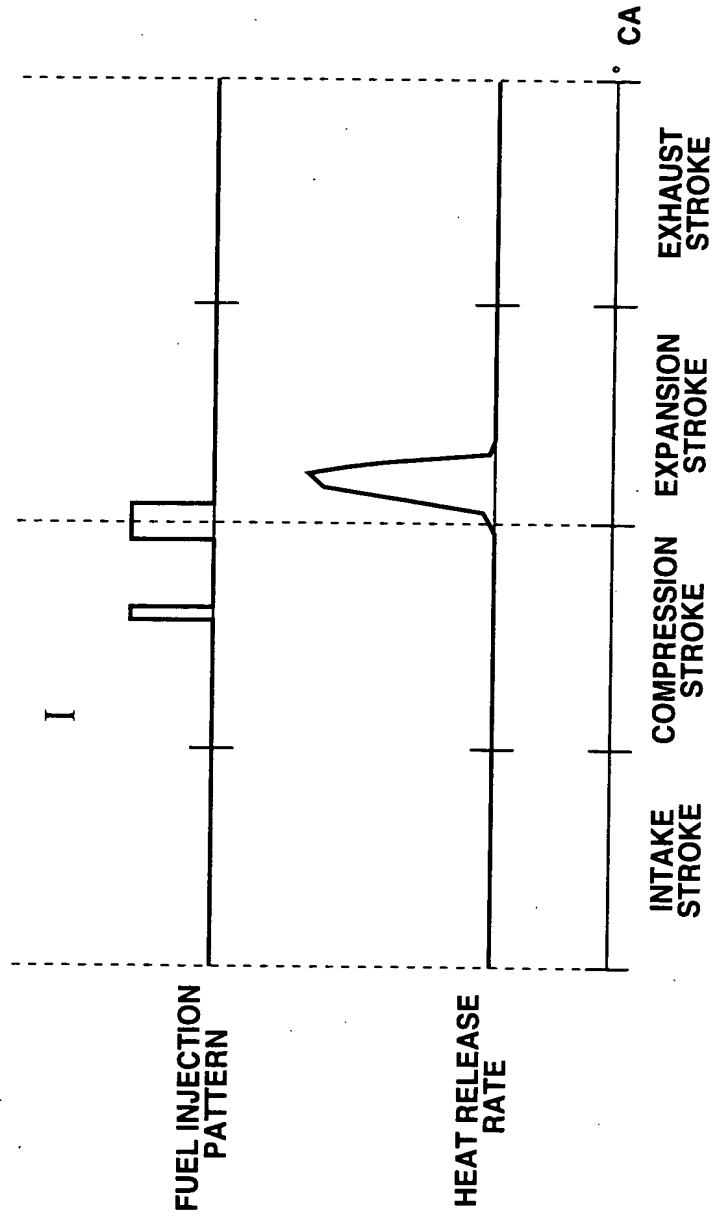
10/526489

FIG.12



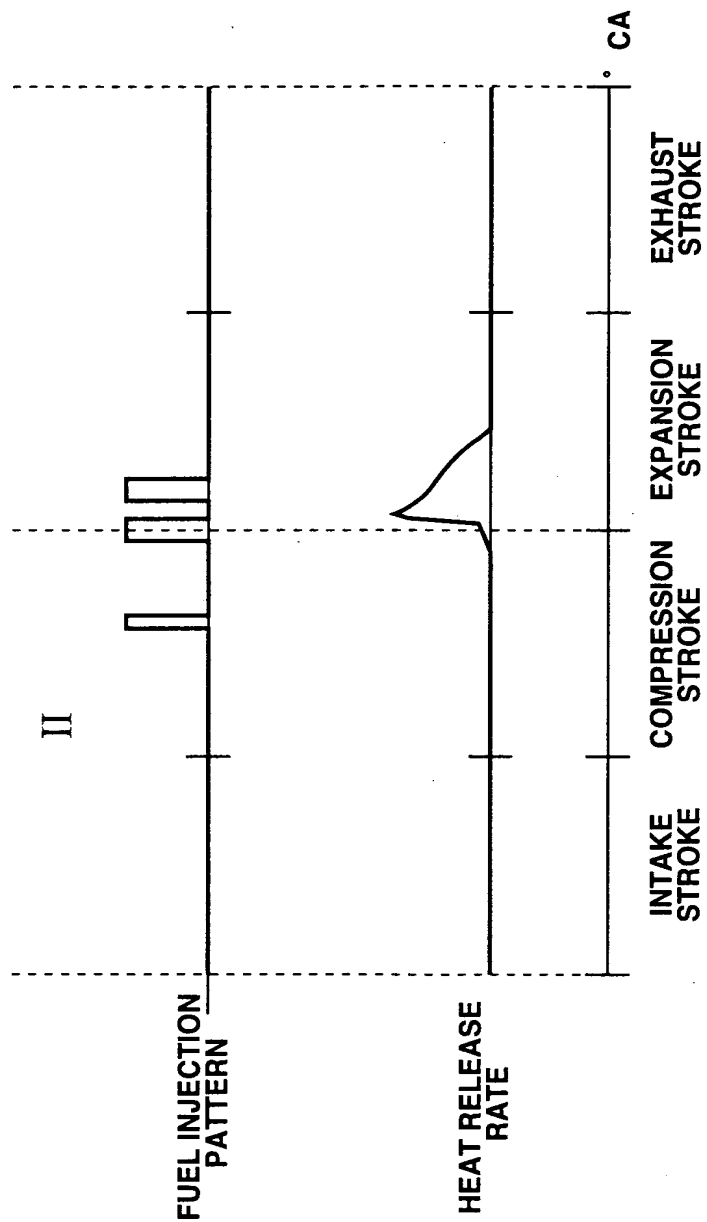
10/526489

FIG.13



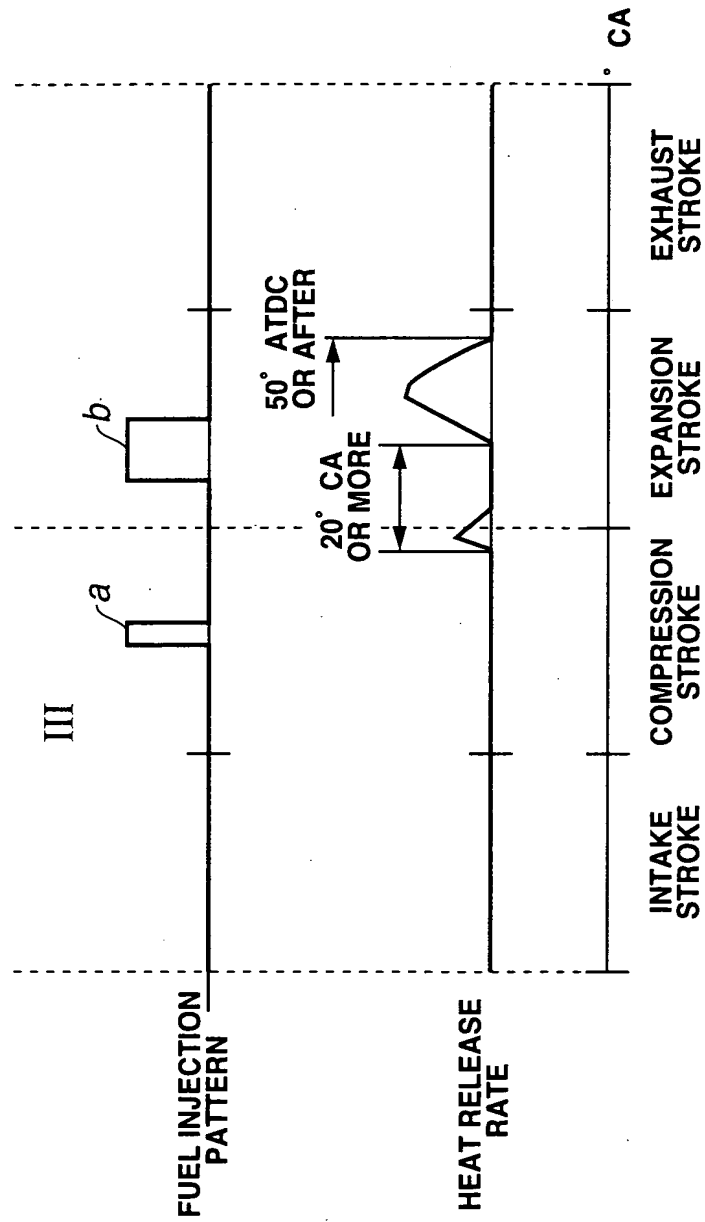
10/526489

FIG.14



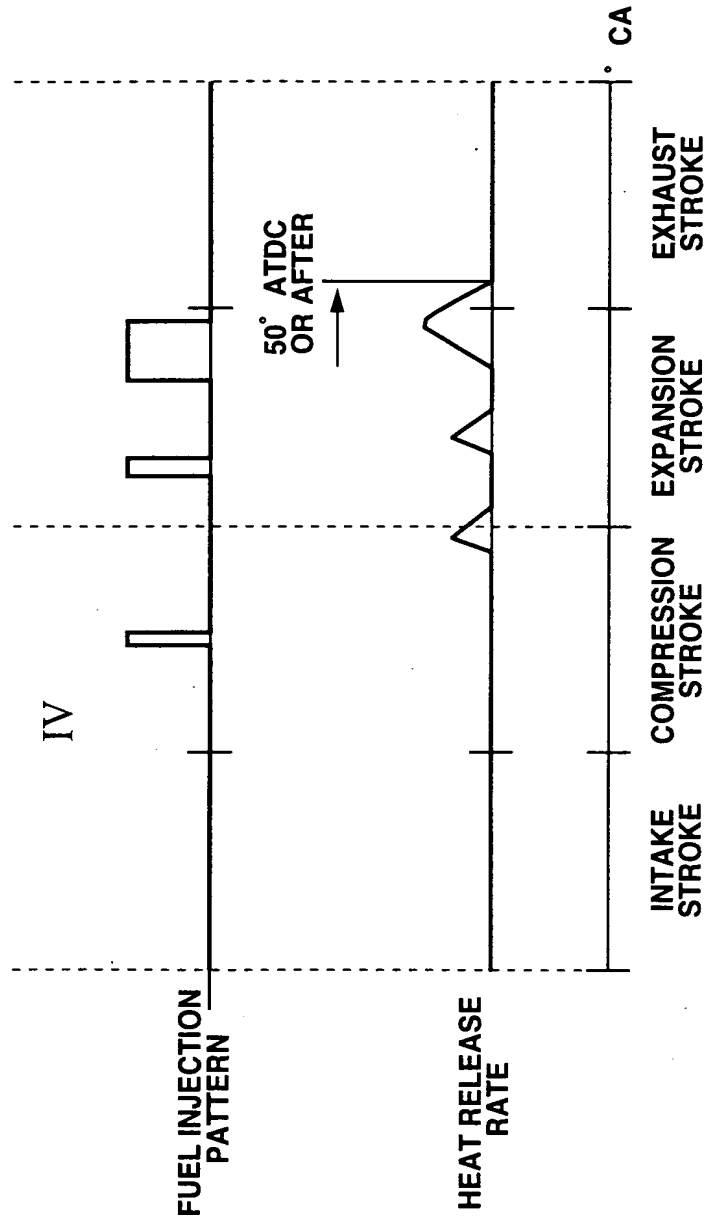
10/526489

FIG.15



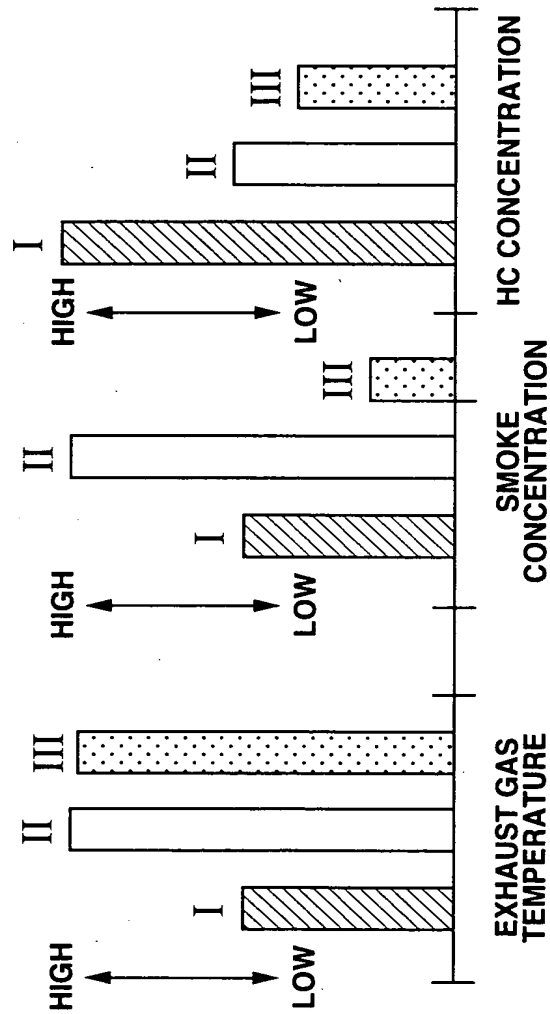
10/526489

FIG.16



10/526489

FIG.17



10/526489

FIG.18A

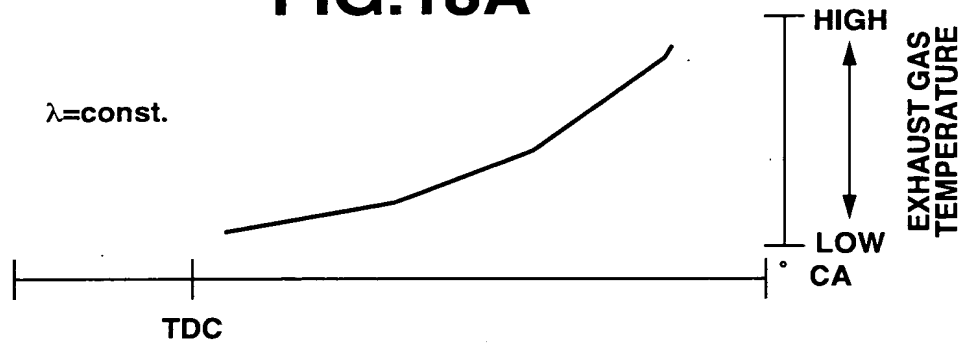


FIG.18B

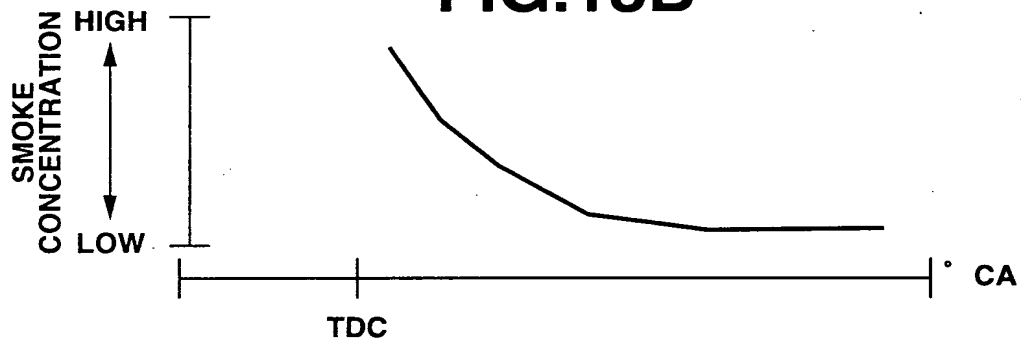


FIG.18C

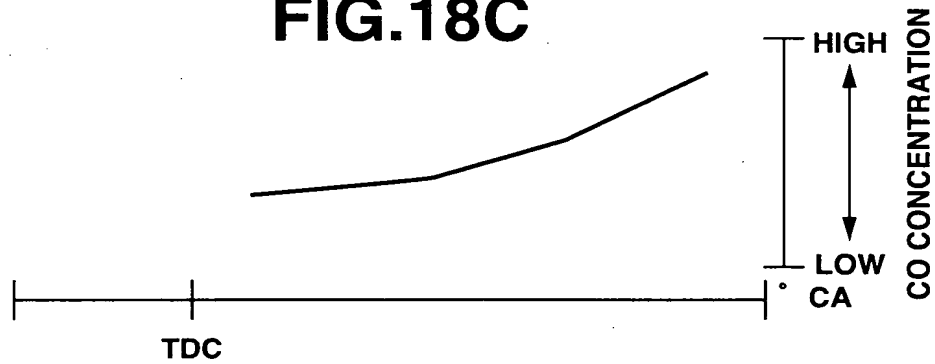


FIG.18D



FIG.19

TARGET FUEL INJECTION TIMING
FOR MAIN COMBUSTION

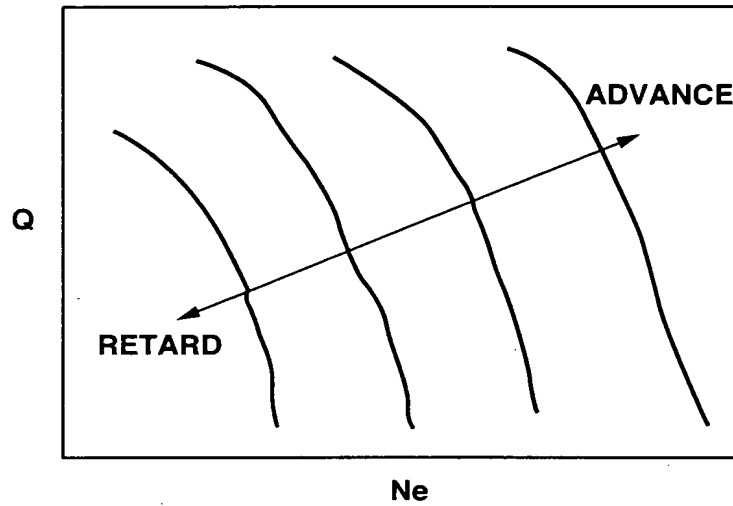
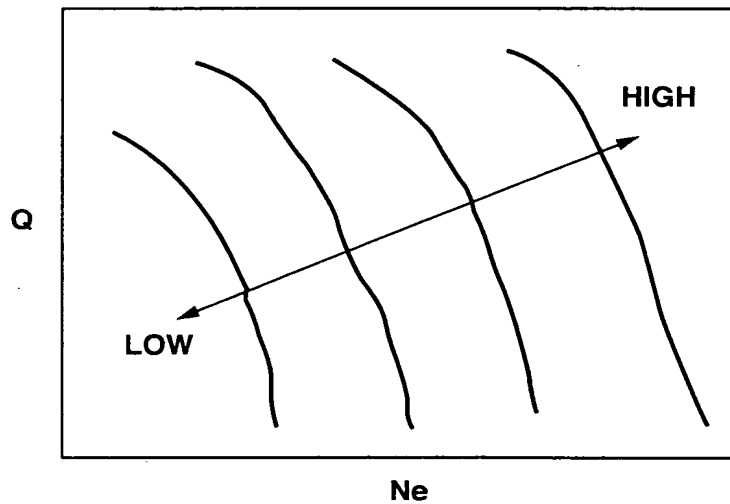


FIG.20

DPF EXHAUST PRESSURE THRESHOLD



10/526489

FIG.21

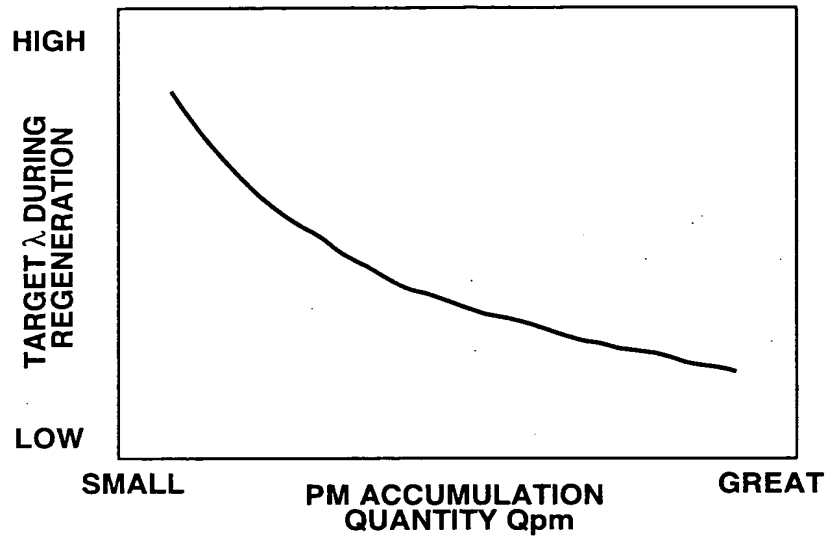
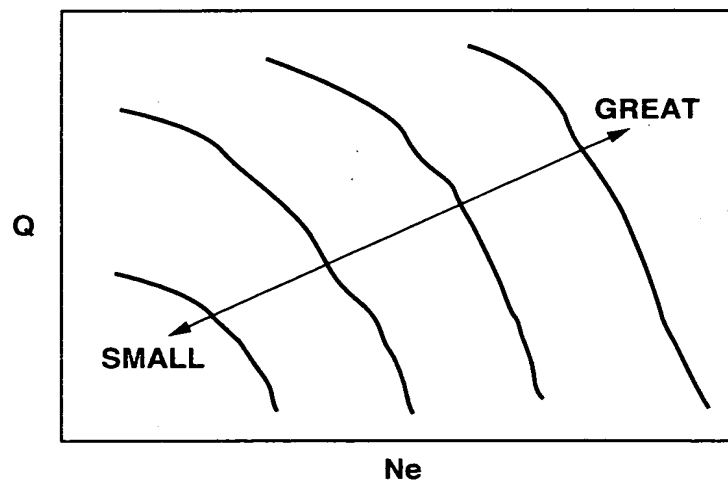


FIG.22

TARGET INTAKE AIR QUANTITY
FOR OPERATION AT $\lambda = 1$



10/526489

FIG.23

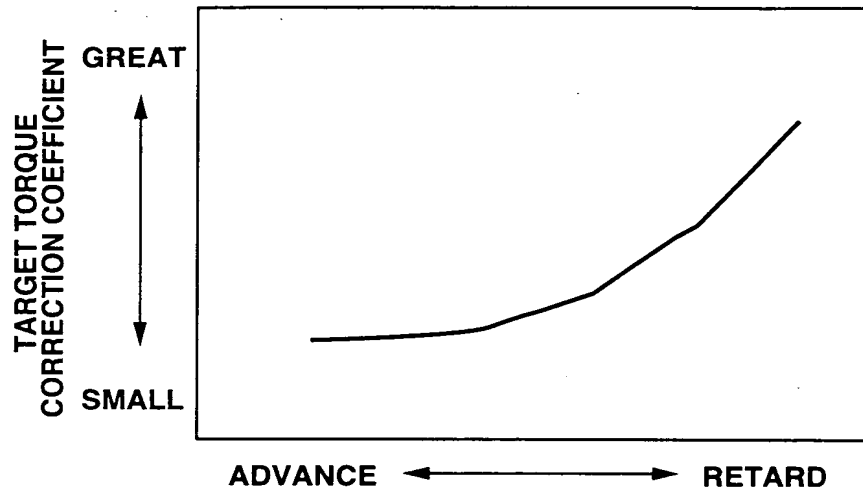


FIG.24

TARGET INTAKE AIR QUANTITY
FOR RICH SPIKE OPERATION

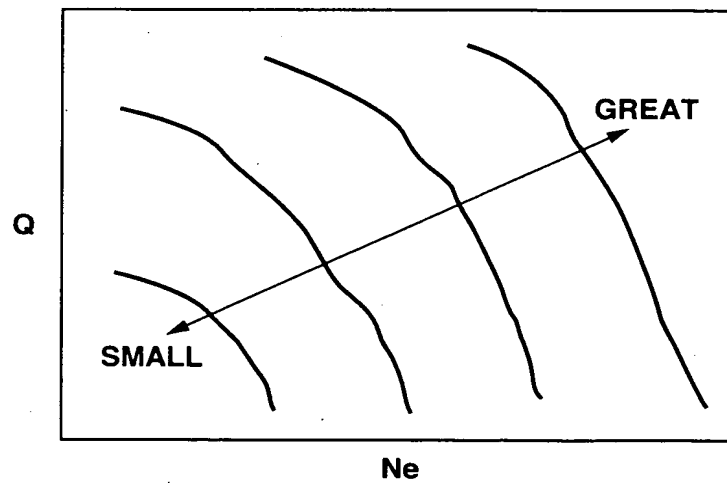


FIG.25

**TARGET INTAKE AIR QUANTITY FOR
PREVENTION OF DPF MELTING**

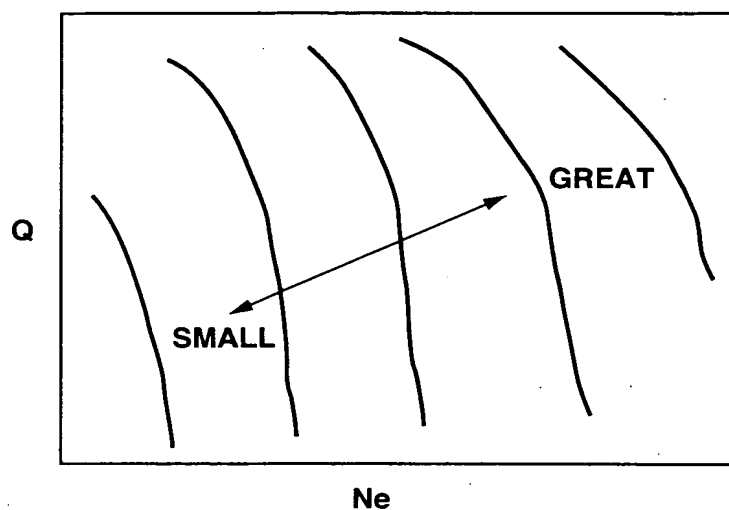


FIG.26

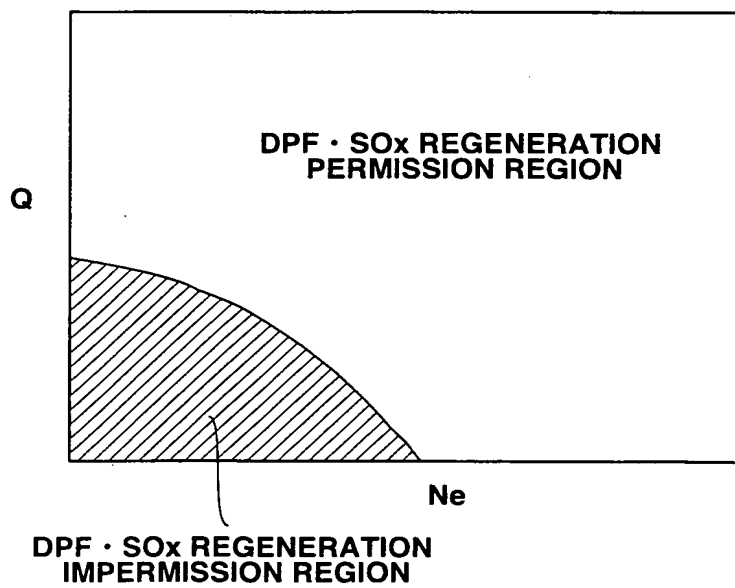


FIG.27

**TARGET FUEL INJECTION QUANTITY
FOR PRELIMINARY COMBUSTION**

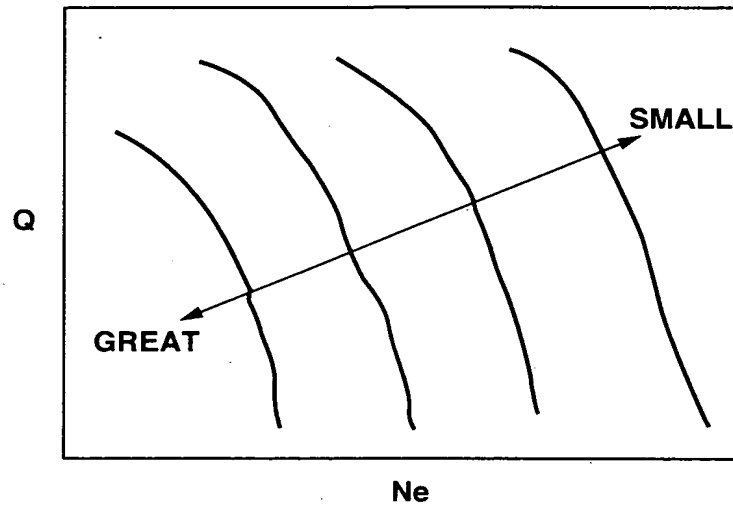
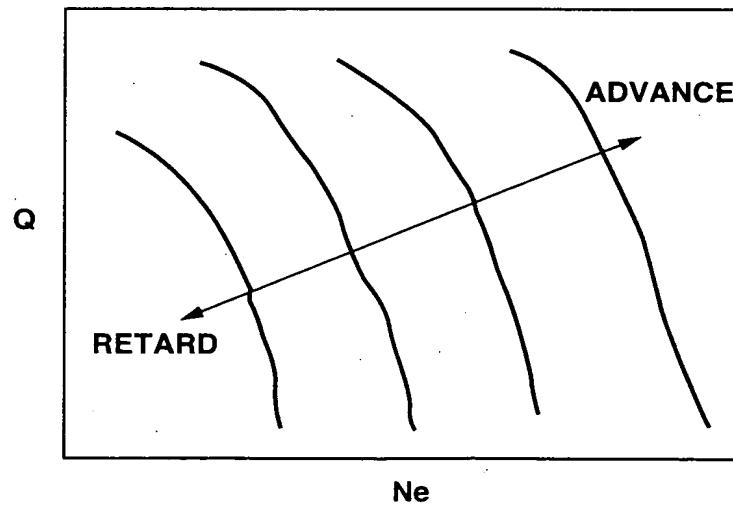


FIG.28

**TARGET FUEL INJECTION TIMING
FOR PRELIMINARY COMBUSTION**



10/526489

FIG.29

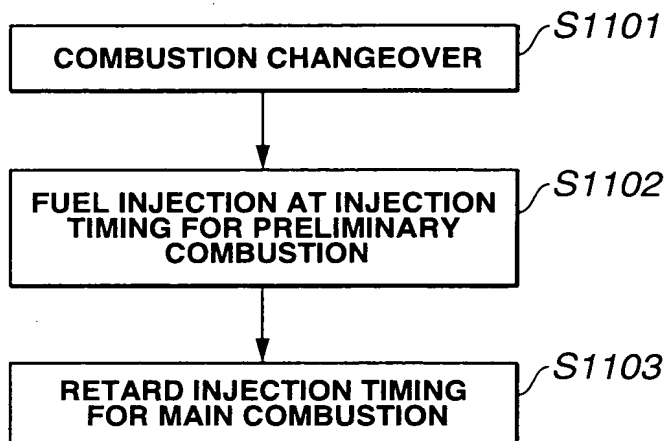


FIG.30

